



Request for City Council Committee Action From the Departments of Public Works

Date: January 19, 2009
To: Honorable Sandra Colvin Roy, Chair Transportation & Public Works Committee
Subject: **I-35W and Lake Street (CSAH 3) Transit Station and Access Improvement Project**

Recommendation:

Authorize the appropriate City Officers to enter into and execute the Cooperative Agreement with Hennepin County for cost participation in the design to a 30% level of a transit station and improved access at Lake Street (CSAH 3) and I-35W pending satisfactory review by the City Attorney's Office.

Previous Directives:

- December 7, 2007: Council action – Authorized to negotiate, execute and cost participate in developing a new proposal focused on developing a fiscally responsible plan and providing a high quality inside lane multi-modal BRT station at Lake Street, a high quality connection to the Midtown Greenway and access at Lake Street.
- December 7, 2007: Council Resolution 2007R-640 – Supporting the development of a fiscally responsible plan and providing a high quality inside lane multi-modal BRT station at Lake Street, a high quality connection to the Midtown Greenway and access at Lake Street as part of the I-35W access improvements and Lake Street Reconstruction.
- January 30th 2004: Resolution 2004R-039 – Approval of Concept Plans for the I-35W Lake Street Access Project in South Minneapolis.

Prepared by: Jenifer Loritz, P.E., Project Manager, Transp. Planning & Engineering, 673-3625
Don Elwood, P.E., Director Transportation Planning & Engineering

Approved by: _____
Steven A. Kotke, P.E., City Engineer, Director of Public Works

Presenters: Jenifer Loritz, P.E., Project Manager, Public Works

Reviews:

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|---------------------------------------|----------------|
| Permanent Review Committee (PRC): | Not Applicable |
| Civil Rights Affirmative Action Plan: | Not Applicable |
| Policy Review Group (PRG): | Not Applicable |

Financial Impact (Check those that apply)

- No financial impact - or - Action is within current department budget (If checked, go directly to Background/Supporting Information)
- Action requires an appropriation increase to the Capital Budget
- Action requires an appropriation increase to the Operating Budget
- Action provides increased revenue for appropriation increase
- Action requires use of contingency or reserves
- Business Plan: Action is within the plan. Action requires a change to plan.
- Other financial impact: Special Assessments against benefited property
- Request provided to department's Finance Dept. contact when provided to the Committee Coordinator

Background/Supporting Information:

The City of Minneapolis, Hennepin County and the Minnesota Department of Transportation (Mn/DOT) have partnered to develop a series of technical memoranda and a concept layout for the I-35W/Lake Street Access Project. The concept layout has been endorsed by the Hennepin County Board of Commissioners and the Minneapolis City Council.

In 2009 the project partners, including Metro Transit, undertook the completion of an I-35W Lake Street Transit Station Feasibility Study. The results of the feasibility study support the current staff recommendation to proceed with design to a 30% level of the following project components: a transit station at or near Lake Street, a high quality connection between the transit station and the Midtown Greenway, a south-bound exit ramp to Lake Street, a north-bound entrance ramp from Lake Street and a north-bound exit ramp to 28th Street. The difference between the current staff recommendation and the 2004 concept layout is that design activities will be focused from approximately 31st Street north to the I-35W/I-94 Commons however the proposed design activity to a 30% level would insure compatibility of the design from approximately 31st Street southerly to the northerly terminus of the I-35W W/TH 62 Crosstown Commons Project.

The Cooperative Agreement between Hennepin County and the City of Minneapolis estimates the cost of the City's contribution; the City's share will be determined using actual costs however the total City contribution may not exceed \$420,000 without an amendment to the agreement. Project PV008 currently has appropriations of \$250,000 in Net Debt Bonds and \$600,000 in Municipal State Aid for a total appropriation which is adequate to cover the City's contribution and associated staff time for this phase of the project.

The work in this agreement includes the following:

1. Visual Quality Manual (VQM)

It is the goal of this activity to develop a manual for visual quality guidance that provides corridor continuity while enhancing the multimodal and diverse environments, including a transportation corridor adjacent to a historic community. Visual criteria and parameters will be established to evaluate impacts and opportunities within the project area for the desired improvements, assess financial feasibility and funding needs. VQM activities include:

- a. Manual development including conceptual design plans, elevations, sections and details for the I-35W Transit/Access Project layout and structures. This includes wall treatments for retaining and noise walls (both sides); lighting systems on and under bridges where local streets cross the I-35W mainline; railings and fencing on structures; stormwater management, landscaping, transit, bicycle and pedestrian facilities; signing; alternative treatments on bridge beams (steel-color; concrete-finish and color); barrier type and treatment; and bridge pier/abutment design and treatment.

- b. Construction directives that support the preferred design alternatives.
- c. Estimated costs of all design elements by alternative.
- d. Preliminary cost participation splits consistent with Mn/DOT's and Hennepin County's Cost Participation Policies.
- e. Analysis of long-term maintenance requirements.
- f. Final animations and photographic simulations for both the "city" and freeway perspectives in the preferred alternative package.

2. Transit Station Design

The transit station design activity will include preliminary conceptual renderings of options for the transit station and will result in detail design to a 30 percent level of a transit station that connects the Urban Partnership Agreement (UPA) transit service on I-35W and transit service on Lake Street. The transit station will be located in the vicinity of Lake Street and will allow patron transfers between vehicles, bus rapid transit (BRT), bicyclists, pedestrians, fixed rail transit and on-street bus transit. If it is located at Lake Street, it will be a component of the Lake Street Bridge.

3. Freeway Design

The I-35W design activity will result in detail design to a 30 percent level of the freeway between approximately 31st Street and the I-94 Commons. The design activity shall include compatibility of the design with UPA construction recently completed along I-35W and shall confirm freeway constructability and staging while maintaining three lanes of traffic in each direction.

Also included in the I-35W design activity is the development of a concept that insures compatibility of the design from approximately 31st Street southerly to the northerly terminus of the I-35W/TH 62 Crosstown Commons Project. The concept will not be developed to the 30 percent level.

4. Midtown Greenway Connection to Transit Station

The Midtown Greenway connection design activity will involve public involvement to identify the location of a connection between the Midtown Greenway and the transit station. Upon location identification, the design will be developed to a 30 percent level.

The purpose of the connection is to provide intermodal connections between vehicles, BRT, bicyclists, pedestrians, fixed rail transit and on-street bus transit. This activity will also inform the transit station site selection process.

5. Bridge Design

The bridge design activity will result in the development of an aesthetic finish and detail design to a 30 percent level for the following bridges:

- 31st Street Bridge – Bridge No. 9731
- Lake Street Bridge – Bridge No. 9733
- Greenway Bridge – Bridge No. 27867
- 28th Street Bridge – Bridge No. 27869
- 26th Street Bridge – Bridge No. 27870
- Franklin Avenue Bridge – Bridge No. 27872
- Northbound I-35W to westbound I-94 flyover bridge – Bridge No. 27842
- Southbound I-35W braid bridge – Bridge No. 27871
- Pedestrian Bridge over I-35W at 24th Street – Bridge No. 27868

If the transit station is to be located at Lake Street, the bridge design shall include vertical connections between I-35W and Lake Street below which is in compliance with the

Americans with Disabilities Act (ADA). The 30 percent design shall include mechanical engineering and architectural finish to the desired level.

Included in the design activity for the northbound I-35W to westbound I-94 flyover bridge is evaluation of options explored in Mn/DOT's I-35W Lake Street Transit Station Feasibility Study, including traffic modeling to identify impacts related to right side and left side touchdown points.

6. Environmental Assessment Document Update

The environmental technical memorandum developed during the Access Project engagement shall be updated to reflect the work contemplated in this I-35W Transit/Access Project and shall result in a document that will be approved by the Federal Highway Administration (FHWA), thus allowing for the further development of component designs and ultimately the construction of any or all the components.

7. Street Design Locations

The street design activity will result in the preparation of plans to a 30 percent level and an estimate of the cost for the construction of the following local streets in compliance with State Aid standards and taking into consideration Hennepin County's Complete Streets Design Guidelines and the City of Minneapolis's Street and Pedestrian Design Guidelines:

- Nicollet Avenue – 31st Street to 28th Street – requires traffic modeling to confirm geometry
- Lake Street – Blaisdell Avenue to 5th Avenue – requires traffic modeling to confirm geometry
- 2nd Avenue – south of 31st Street to 29th Street
- 5th Avenue – Franklin Avenue to I-94
- 31st Avenue – as impacted by the I-35W Bridge replacement
- 28th Avenue – as impacted by the 28th Street Bridge replacement
- 26th Avenue – as impacted by the 26th Street Bridge replacement
- Franklin Avenue – as impacted by the Franklin Avenue Bridge replacement
- 24th Street – in the vicinity of the 24th Street pedestrian bridge

8. Streetscape Design Locations

The streetscape design activity will address the I-35W mainline and street system adjacent to I-35W. It will consist of design to the 30 percent level in compliance with federal/state highway and State Aid standards. The following streets are included in the streetscape design activity:

- 31st Street – Stevens Avenue to 2nd Avenue
- 28th Street – Stevens Avenue to Clinton Avenue
- 26th Street – Clinton Avenue to 5th Avenue
- Franklin Avenue – 4th Avenue to 5th Avenue
- Stevens Avenue – 31st Street to north of 29th Street
- 2nd Avenue – 31st Street to 29th Street
- 1st Avenue – 31st Street to 28th Street
- 5th Avenue – 26th Street to I-94

9. Public Involvement

Each of the listed activities (1 through 8 above) will involve public interaction. This activity will include the organization of a Project Advisory Committee (PAC) and a Technical Advisory Committee (TAC) in addition to interaction with each of the affected Minneapolis neighborhoods and business associations. Public involvement activities include:

- a. PAC meetings of approximately 30 representatives of neighborhoods and business interests. Meetings are projected to occur monthly over the term of the engagement, expected to last approximately three years.
- b. TAC meetings are projected to occur every three weeks (18 annually) over the term of the engagement, expected to last approximately three years.
- c. Neighborhood meetings (approximately 20) will be required to gather comments on the various work tasks.
- d. Public Open Houses are to occur at approximately six month intervals (up to 4 required).
- e. Graphics development.
- f. Meeting minutes for each meeting.

Cc: Council Member Robert Lilligren Ward 6
Council Member Elizabeth Glidden Ward 8
Council Member Meg Tuthill Ward 10